

Senate Grants Shipping Board \$111,000,000

Bill Passed Carries \$55,000,000 More Than Was Voted by House and Now Goes to Conference

Wooden Ships To Be Sold

\$61,000,000 Is for Completing Construction of Vessels Almost Finished

From The Tribune's Washington Bureau
WASHINGTON, June 3.—After another long discussion to-day in connection with the deficiency appropriation bill, the Senate agreed to the amendment increasing by \$50,000,000 the sums allowed the Shipping Board up to the end of this fiscal year. The Senate then passed the bill. It carried 115-60,000,000. It now goes to conference.

The increases in the bill include \$1,500,000 added by amendments for soldier hospital projects; \$300,000 for the Speedway; \$250,000 for the hospital at Camp 1, and \$750,000 for the Dawson Springs (Kentucky) sanitarium. The Senate in finally approving the bill included the appropriation of \$200,000 for completion of the prohibition amendment.

With the amendment adopted the total carried in the bill for the Shipping Board is in round numbers \$111,000,000. Of this amount \$10,000,000 is for completing construction of ships which are nearly completed. The remainder is to meet claims for damages and various other purposes. The bill as passed by the Senate carries \$55,000,000 more than was voted by the House.

The amendment, in spite of much bitter criticism of the Shipping Board policy, was passed without a division. After it was adopted, Senator Lenroot secured adoption of an amendment under which the fleet corporation is required to sell the wooden ships by October 1.

Senator Lenroot said he was aware this meant sale of the wooden ships as "junk," but even so, this would save the government \$300,000,000 in the amount which it now costs to keep them and take care of them.

Senator Jones, of Washington, chairman of the Commerce Committee, held that Congress ought to ignore the past and waste no time criticizing what had been done, but try to build up the merchant marine for the future. This was also the view of Senator Edge, of New Jersey, and of Senator Fletcher, of Florida.

Would Wreck Merchant Marine
"If Congress is not prepared to do what is necessary to pay the cost then there isn't any question that we might as well give up trying and the American merchant marine will be driven off the sea," said Senator Jones.

He declared that on the other hand, if the American people backed up the President and a reorganized Shipping Board took hold of the situation he believed the country will get a strong merchant marine. He insisted the American people were paying the price of unpreparedness now, and predicted the tide would turn and eventually, with revival of business, the merchant marine would be profitable.

Senator Fletcher, admitting there was much to be criticized, pleaded for the amendment.

"A merchant marine is essential for national defense," he said. "England could never have waged much less won the war, without her merchant marine. The Senator earlier also supported the amendment. Despite the present conditions, he pointed out, many of the government ships already are self-sustaining."

Senator Kenyon opened to-day's debate with a sharp assault on the extravagance and waste under the Shipping Board. He insisted that the Senate should place its stamp of disapproval on the board, under the resolution presented by Senator King, of Utah, yesterday, and should see to it the waste was stopped. It was impossible, he declared, to build a merchant marine under such conditions.

Taking up the list of salaries paid by the Shipping Board to officials, he asserted there was a considerable number of highly paid officials, many more than needed.

"Many of these officials get salaries that make the pay of a Senator look almost like 30 cents," said Senator Kenyon.

Going over the list of attorneys in employ of the board he called attention to the general counsel at \$10,000, a special assistant at \$7,500, various attorneys at \$5,000 or \$6,000 and about twenty-five assistant counsel at \$3,000 and upward.

"I can't be that all of these officials and officers are essential to carry on the work," said Senator Kenyon.

He called attention to numerous officials, such as the director of industrial relations at \$10,000, the director of construction at \$10,000, the treasurer at \$10,000.

Nearly \$100,000 a year was allowed the comptroller's office, said Senator Kenyon. The general controller is getting \$15,000 a year, twice the pay of a Senator. An assistant got \$8,500, two general controllers \$10,000 each, a special deputy \$10,000, in addition to other high salaries.

Senator Smoot called attention to the fact that the highest paid auditor in any of the government departments got \$5,000, only one-third of what the Shipping Board comptroller received.

Not Using American Ships
Senator Pomeroy, referring to the fact that Americans are not using our ships, called attention to a complaint made to him that American ships were carrying freight from Hamburg, Germany, to Argentina, at a lower rate than from New York to Argentina. He thought this unfair to American merchants and said he had sought an explanation from the Shipping Board.

Senator Fletcher asserted that some time ago, the agent of the Shipping Board at Valencia, Spain, was the British Consul.

"The whole thing ought to be investigated and light thrown on it," said Senator Kenyon. "This thing has been reeking with graft, if the witnesses be as good as the picture at Hog Island."

Asserting that personal telegrams were sent by Shipping Board employees at government expense, he read several sample messages.

"Leave the door open; will be home about mid-night to-night," read one message which was charged to the Shipping Board.

Senator Pomeroy said sixty officials had charge of forty employees at Hog Island. The officials had autos at government expense and other luxuries. Senator Jones denied the situation was as bad as the picture at Hog Island.

In the course of the general exchange of views, Senator Pomeroy said he would wipe out the Shipping Board and appoint a director of shipping with authority to liquidate.

Ship Strike To Be Fought To Finish, Engineers Assert

Unions Patch Up Troubles and Leaders Say They Will Waste No More Time at Washington

The nation-wide shipping strike took a new turn yesterday when the differences between the two locals of the Marine Engineers Beneficial Association were eradicated, and both organizations began to enforce the strike.

Thomas B. Healey, chairman of the Atlantic Council, declared that the negotiations seeking to end the strike had been definitely broken off and there was little chance of their being renewed soon.

500,000 Strike To-day Over Pay in British Cotton Mills

MANCHESTER, England, June 3 (By The Associated Press).—Virtually 500,000 operatives in the spinning and weaving sections of the cotton mills will cease work to-morrow owing to the fact that it has been impossible to arrive at an agreement with the Cotton Spinners and Manufacturers Association over a proposed reduction of 30 per cent in wages.

The committee which has been trying to adjust the wage dispute announced to-day its failure to bring about an agreement. Therefore all the cotton mills will close to-morrow, when the present wage agreement terminates.

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A series of daily joint conferences were inaugurated at the Hotel Marlborough, and a committee of twelve engineers, six from Local 33 and six from Local 80, was appointed to prosecute vigorous measures to tighten up the effect of the strike.

"We have now gone back to our old demand," said Healey, "and we will not listen to any negotiations that have as a basis the 15 per cent reduction in wages."

"The shipping owners are getting some vessels to sea, but they are manned with incompetent crews and are being operated at greatly increased costs. It was stated in Congress last week that the strike was costing the United States Shipping Board \$1,000,000 a day. The country will stand for that very long. We will wear the other side down."

"While we were in Washington we found that the Administration was very anxious to do justice to both sides, but as soon as the Shipping Board was in a position to sign with us the terms were altered because of pressure brought to bear by the chambers of commerce and the manufacturing organizations throughout the country."

"A new steamship company signed up with us to-day under the old scale of wages. It is the Asthmace Lumber Company and operates two ships. Any other company is now negotiating with us to sign an agreement. This company operates fifteen ships, and if it signs it will be quite a victory for us."

"We are through wasting time in Washington. We are going to settle down now and make the strike effective."

Winthrop L. Marvin, vice-president of the American Steamship Owners Association, stated yesterday that as far as the owners were concerned the strike was practically settled, as ships were moving in and out of the port about on schedule.

Entertainment by Broadway Stars, Directed by Ned Wayburn, To Be Feature of Their Dinner To-night

The Paper and Pulp Association began its annual convention yesterday morning at the Waldorf-Astoria. About 300 paper mill men are in attendance.

To-night a dinner will be given in the Grand Ballroom of the Waldorf, illuminated by a galaxy of stars from Broadway, collected for the occasion by Ned Wayburn.

Sidney D. Wells, who has charge of the United States Forest Products Laboratory, at Madison, Wis., said that he expected soon to have brought down to a practical commercial basis a process for bleaching Southern pine pulp to permit of its use in high grade white papers. At present the Southern product is used mainly for brown craft paper.

When this can be done, Mr. Wells said, a great quantity of pulp from other sections of the country can be turned to the manufacture of news print. Southern pine grows two or three times faster than the Northern tree, he said, so that with proper reforestation a great increase in the pulp supply will be available. Not more than 5 per cent of the forests east of the Rockies are available for pulp now, and from this 87 per cent of the entire supply must come.

Following the dinner to-night the nominating committee will meet. To-day's program calls for technical discussions, followed by a banquet. On Sunday the convention will go sight-seeing.

Paper Mills to Resume On an Open Shop Basis

International Company Offers Strikers' Old Jobs at 1919 Scale With Eight-Hour Day

Mills of the International Paper Company, now tied up by a strike called by union leaders on May 1, will shortly resume operations on an open shop basis.

In a statement issued yesterday from the offices of the company, 30 Broad Street, it is set forth that the company tried in every way to prevent the strike, keeping its employees apprised of its development and the conditions of business, issuing printed statements from time to time. The company regrets that there was no good effect from this policy. The statement adds:

"In order to avoid a similar condition in the future the management of this company from now on intends to provide for the closest possible direct contact between the company and its employees. Resumption of operations on this basis may be looked for in each of the plants as soon as a sufficient number of employees accept the conditions of employment and wage rates. Those accepting positions under the terms of the statement will revert to the 1919 scale in most of the positions to be filled."

Every employee, the statement sets forth, may return to his previous position without prejudice. The eight-hour day will be maintained with allowances for overtime.

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Teagle's Declination After Several Others Have Refused Post Starts the President on New Hunt

Lasker Now Mentioned

Persons of Caliber Listed for the Job Fear Attack From Men in Congress

By Carter Field

WASHINGTON, June 3.—President Harding began over again to-day his hunt for a man to be chairman of the United States Shipping Board. He hopes to send nominations of seven men to the Senate next week for the board. He has been hoping to do the same thing every week for nearly two months. But each time, when he thought everything was set, the slate was broken as yesterday, when Walter C. Teagle, of the Standard Oil Company of New Jersey, declined an appointment.

It is rumored that Mr. Harding will invite A. D. Lasker, of Chicago, member of the Lord & Thomas advertising firm, to become chairman. In the event this is done another shift probably will be necessary, as the shipping law does not permit more than one man from the Great Lakes region to be a member of the board.

There are three chief reasons why President Harding has found the Shipping Board the real patronage problem of his administration. Finding seven men for this job has given the President much worry and trouble, than handling all other patronage questions. Here are the three reasons:

Many Opposed to Policy
1.—Shipping Board affairs are in such a state of disorganization that the thought of failure naturally would drive away any politician looking for a job and most business men of national standing.

2.—Many of the caliber sought by President Harding are not in sympathy with the government policy on shipping and do not want the new law to succeed.

3.—Big men who came to Washington during the war to help out found themselves the victims of politicians who criticized and accused and then investigated. Several men, it is said, have shied at public service because they refused to take a chance of being smeared by some two-by-four politician on Capitol Hill.

When he started to pick the Shipping Board, President Harding knew he would select only men competent to fill the job. The kind of men he is looking for are not available because of the three reasons given. Charles M. Schwab and Bernard M. Baruch are two men who probably suffered more for their part during the war than any of the others who came here at their own expense. Both were accused of using government positions to further their own personal ends. Those who watched these two men in action here do not believe such charges. Official denials have been issued, but something comes up every few weeks requiring Mr. Baruch or Mr. Schwab to enter denial.

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There has been some talk that Charles Fiez, head of the Emergency Fleet Corporation during the war, might be named. But it is understood that he is not anxious to serve again. In addition, there is criticism of the appointment of any man who has had any connection with the board.

The law itself has caused the President a great deal of trouble in finding the seven men. To insure that all sections of the country are represented the lawmakers provided that the Atlantic and Pacific coasts should be represented by two men each and the Gulf, Great Lakes and interior one man each. In addition, four must be members of the dominant party and three of the

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300 at Opening of Convention of Pulp and Pulp Mill Men

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Engravers End Strike, Pending New Contract

Return to Work Under Existing Scale; Arbitration Accepted if Negotiations With the Publishers Fail

60-Day Truce Declared

Both Sides Agree to Move Promptly in Effort for Permanent Settlement

Members of Photo Engravers' Union No. 1, who went on strike last Wednesday in all New York newspaper plants and in several commercial shops that make cuts for newspapers, returned to work last night as the result of a temporary agreement reached yesterday afternoon between representatives of the publishers and the union.

The finish of the strike was almost as sudden as its inception. The resumption of relations between the publishers and the local was quickly brought about by a joint committee appointed by each side with full power to act. Soon after going into session the committee agreed the strike would be called off pending the negotiation of a new contract. Further provision that if no permanent settlement is reached within sixty days the issues be submitted to a court of arbitration was made.

In the mean time the photo-engravers will receive the existing scale—\$55 a week for a forty-four hour week of day work and \$60 a week for a forty-four hour week of night work. Prior to the strike order the union demanded an increase of \$8 a week, which the publishers refused.

The agreement entered into yesterday was signed by Bradford Merrill, Ervin Wardman and Louis Wiley, representing the publishers, and by Mathew Woll, Edward J. Volz and Reginald Walsh, for the union. The publishers' representatives were appointed yesterday morning by Frank A. Munsey, who was authorized by the association to make the selection. Those appearing for the union were appointed at a mass meeting of the organization held Thursday night.

At the conclusion of the conference Lester L. Jones, executive secretary of the New York Newspaper Publishers' Association, issued the following statement:

"As a result of the intervention of Mathew Woll, president of the International Photo Engravers' Union, and of further conferences between committees empowered to act by the New York Newspaper Publishers' Association and the New York Photo Engravers' Union No. 1, the following agreement was signed:

"As a pre-requisite to the immediate resumption of relations both parties agree to proceed promptly to negotiate a new contract, and if no agreement is reached in sixty days both parties shall agree upon a court of arbitration, to consist of two representatives of the Photo Engravers' Union and two representatives of the publishers' association and three impartial, disinterested members, to whom all differences shall be submitted, and the decision shall be binding upon both parties from the date of resumption of work. Until such new agreement is made there shall be no change in the scale and working conditions in effect May 31, 1921."

It was announced that the negotiations would begin early in July. Two hundred and twenty-five men were affected by the strike, which was confined to newspaper plants and plants that make cuts for newspapers.

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